

Resolution No. _____

The Alexandria Transportation Commission hereby finds and declares as follows:

WHEREAS, the term “complete streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor-vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and people with disabilities, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States, with children and older adults at greatest risk and disproportionately affected; many of these injuries and fatalities are preventable, and the severity of these injuries could readily be decreased by implementing complete streets approaches; and the City of Alexandria wishes to ensure greater safety for those travelling its streets; and

WHEREAS, complete streets are essential in providing safe routes to school for children; and

WHEREAS, the Alexandria Transportation Commission wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, the Alexandria Transportation Commission acknowledges the benefits and value for the public health and welfare of reducing vehicle-miles traveled and increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of societal challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, population growth, safety, and excessive financial expenses; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences, such as diabetes, heart disease, stroke, high blood pressure, high cholesterol, certain cancers, asthma, low self-esteem, depression, and other debilitating diseases; and

WHEREAS, the Alexandria Transportation Commission recognizes that the careful planning and coordinated development of complete streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while yielding a safe, convenient, and integrated transportation network for all users; in contrast, streets

that are not conducive to travel by all impose significant costs on government and individuals, including the cost of obesity, which may amount to \$147 billion in direct medical expenses each year, not including indirect costs; and

WHEREAS, streets are a key public space, shape the experience of residents and visitors to the City of Alexandria, directly affect public health and welfare, and provide the framework for current and future development; and

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, with the concomitant decrease in driving, requires that changes begin to occur now to street design and transportation planning; and

WHEREAS, the Alexandria Transportation Commission wishes to build upon its existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as the Transportation Master Plan, Eco City Action Plan, 2010 Strategic Plan, and several small area plans; and

WHEREAS, the Alexandria Transportation Commission wishes to encourage public participation in community decisions concerning street design and use to ensure that such decisions (a) result in streets that meet the needs of all users, and (b) are responsive to needs of individuals and groups that traditionally are not incorporated in public infrastructure design; and

WHEREAS, the Alexandria Transportation Commission recognizes the importance of complete streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic-calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes, and those features identified in the Transportation Master Plan; and

WHEREAS, the Alexandria Transportation Commission, therefore, in light of the foregoing benefits and considerations, wishes to initiate a complete streets program and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards.

**NOW, THEREFORE, BE IT RESOLVED
BY THE ALEXANDRIA TRANSPORTATION COMMISSION**

1. The Department of Transportation and Environmental Services (“T&ES”) shall make complete streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve complete streets.
2. Every street project shall incorporate complete streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; provided, however, that such infrastructure may be excluded upon written approval by the Director of the Department of Transportation and Environmental Services, where documentation and data indicate that:
 - a. Use by non-motorized users is prohibited by law
 - b. The cost would be excessively disproportionate to the need or probable future use over the long term;
 - c. There is an absence of current or future need; or
 - d. Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.
3. As feasible, the City of Alexandria shall incorporate complete streets infrastructure into existing public streets to improve the safety and convenience of users, construct and enhance the transportation network for each category of users, and create employment.
4. If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall implement complete streets infrastructure to increase safety for users.
5. As appropriate, the Director of the Department of Transportation and Environmental Services and the Director of the Department of Planning shall include, review, and either revise or develop proposed revisions to all existing and subsequent plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Transportation Master Plan, to integrate, accommodate, and balance the needs of all users in all street projects.
6. The Director of Transportation and Environmental Services shall develop and maintain a Street Design Manual to provide detailed complete streets policies and guidelines to City agencies, design professionals, private developers, and community groups for the improvement and maintenance of streets, sidewalks, and shared-use paths; and shall coordinate templates in the Street Design Manual and Transportation Master Plan with street classifications and revise them to include complete streets infrastructure, such as bicycle lanes, sidewalks, street

crossings, and planting strips.

7. As feasible, trainings in how to integrate, accommodate, and balance the needs of each category of users shall be provided for planners, civil traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design, construction, and maintenance of streets.
8. The Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.
9. The Director of Transportation and Environmental Services shall deliver a report to the Transportation Commission annually, on or before December 15 of each calendar year, regarding: the steps taken to implement this Ordinance; additional steps planned; all instances where the Director exercised an exception and any desired actions that would need to be taken by the Transportation Commission, the Director of Transportation and Environmental Services or other agencies or departments to implement the steps taken or planned.

ADOPTED: _____, 2010

JAYME BLAKESLEY
ACTING CHAIRMAN, ALEXANDRIA TRANSPORTATION COMMISSION

ATTEST:

Jackie M. Henderson, CMC City Clerk